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USSR EXPANDS MOTOR VEHICLE OUTPUT;
PROBLEMS AT GOR'KIY, MOSCOW PLANTS

INDUSTRY TO IMPROVE PASSENGER CARS, BUSES -- Moscow, Ogonek, 20 Dec 53

During the Fifth Five-Year Plan, the output of passenger cars should increase by 49 percent. The 1955 production of large-capacity trucks will be one third more than the 1950 figure, and the 1955 production of trucks and dump trucks with more than 10 ton capacities will be several times the 1950 figure.

The Moskvich automobile will be modernized. It will be equipped with a 37-horsepower engine which will consume 220 grams of gasoline per horsepower [hour?] instead of the present 300 grams. The body will be enlarged and streamlined and the car will be equipped with a heater.

The output of gas-generator motor vehicles will be increased by 80 percent during the Fifth Five-Year Plan. The Moscow Motor Vehicle Plant imeni Stalin produces the ZIS-155 bus and the Pavlovo Bus Plant produces a 19-passenger bus. Both of these buses have many defects which must be corrected to assure passenger comfort. The plants have taken too much time to design a new bus for inter-city transport.

The fully automatic Ul'yanovsk Motor Vehicle Piston Plant is already in operation and another automatic piston ring plant will soon be put into operation. -- G. S. Khlamov, Deputy Minister of Machine Building USSR

GOR'KIY PLANT ASKS BETTER SUPPLY OF MATERIALS, PARTS -- Moscow, Pravda, 14 Oct 53

More than 500 plants and factories take part in the manufacture of a Soviet motor vehicle.

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The Gor'kiy Motor Vehicle Plant imeni Molotov receives close cooperation from some of the plants that supply it with materials. The Zaporozh'ye Zaporozhstal' Plant developed an extra-strength sheet steel for the Gor'kiy plant. The Chusovoy Metallurgical Plant organized the output of a new shape of metal stock for making GAZ-51 wheel rims. Use of this special shape made it possible to save 16 kilograms of metal on every GAZ-51 truck. The Serov Metallurgical Plant developed a new high-strength steel for the motor vehicle plant.

The Gor'kiy Motor Vehicle Plant formerly received, from Podol'sk, cotton wadding for upholstering automobiles. Now the plant has this material made in Gor'kiy and saves hundreds of thousands of rubles in transportation costs.

The Gor'kiy plant has already started production of the GAZ-09 vehicle. Funds for rubber products for the GAZ-69 were requested a long time ago. Failure to allot these funds in time is having an adverse effect on the output of the vehicle. The plant is carrying on work to increase the pay load of the GAZ-51 truck and to improve the performance of the Pobeda automobile.

Glavmetallobyt (Main Administration for the Sale of Metals), Ministry of Metallurgical Industry USSR, was supposed to provide the Gor'kiy plant with a permanent source of metal supply in 1953, but failed to carry out this assignment. In the course of the year, the plant supplying the same shape and grade of metal was frequently changed. In the first quarter 1953, the Gor'kiy Motor Vehicle Plant received metal for Pobeda rear axle gears from the Zaporozh'ye Dnepropetsstal' Plant. In the second quarter 1953, this order was transferred to the Zlatoust Plant. Obviously unprepared for the task, the Zlatoust Plant held up deliveries of this steel.

The Gor'kiy plant has been receiving tubing for the steering assembly from the Pervoural'sk New Tube Plant. In the third quarter 1953, Glavmetallobyt transferred this order to the Pervoural'sk Old Tube Plant. The old plant was not prepared for the order and has not fulfilled the order for several months. The Novosibirsk Metallurgical Plant, the Stalingrad Krasnyy Oktyabr' Plant, and other plants often arbitrarily postpone delivery dates.

In August and September 1953, the Yaroslavl' Pobeda Rabochikh Plant, Ministry of Chemical Industry USSR, failed to supply the Gor'kiy plant with nitro-enamels needed for painting passenger cars and trucks. The Yaroslavl' plant only half filled its September order for enamel. After several years of experimenting, the plant has not yet managed to produce cherry-colored and dark-blue enamels for painting ZIMs and Pobedas.

The Moscow Lacquer and Paint Plant produces improved enamels which the Gor'kiy Motor Vehicle Plant uses for painting bicycles, beds, and other products. But the Moscow plant is not prepared to meet the Gor'kiy plant's needs for this type of enamel and, in the third quarter 1953, only half filled the Gor'kiy plant's order.

For many years, there has been no change in the color or design of upholstering fabrics for Pobeda automobiles. The plant asked the Shelkovskiy Factory imeni Sverdlov and Glavsherst' (Main Administration of Wool Industry) to produce new fabrics for upholstering ZIM automobiles by 1 August, but this deadline was not met. The Pavlovo-Posadskiy Vatelín Plant, Ministry of Consumer Goods Industry USSR, has not been providing a regular supply of vatelín [a coarse cotton fabric coated with glue] for use in upholstering seats and back cushions of passenger cars, and Rosglavkhlopokprom (Main Administration of the Cotton Industry RSFSR) has not been helping the plant fulfill its task.

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The Gor'kiy Motor Vehicle Plant receives such materials as paper, rubber products, and glass in small consignments from a number of plants and factories scattered all over the country. There is no reason why the plant should not obtain these materials locally, since both glass and paper are produced in Gor'kovskaya Oblast.

In the first quarter 1953, the plant was supposed to receive 588 designations of parts from Ministry of Chemical Industry plants in Yaroslavl', Sverdlovsk, Leningrad, and Moscow, but received only 296 designations of parts. As a result, plant conveyers were held up.

The Yaroslavl' Industrial Rubber Products Plant ships unfinished bicycle pedals and the Leningrad Industrial Rubber Products Plant ships unfinished motor vehicle gaskets to the Gor'kiy plant. Glavkhimstbyt (Main Administration for the Sale of Chemical Products) should measure shipments to the Gor'kiy plant not by the ton but by the number of items in order to increase the sense of responsibility of supplying plants.

In the past year, the plant spent almost 3 million rubles above the plan for transportation costs because it had to send small parts by air freight or as baggage on passenger trains.

These delays are sometimes caused by the Gor'kiy plant's failure to notify suppliers about changes in design or to supply rubber plants with molds for parts. -- P. Lisnyak, director, Gor'kiy Motor Vehicle Plant imeni Molotov

Moscow, Pravda, 5 Oct 53

In September 1953, the Gor'kiy Motor Vehicle Plant imeni Molotov shipped large consignments of motor vehicles to Krasnoyarsk, Simferopol', Krasnodar, and other agricultural areas.

Plant workers have pledged to produce 20 million rubles' worth of above-plan consumer goods in October.

Moscow, Pravda, 5 Nov 53

The Gor'kiy Motor Vehicle Plant imeni Molotov has completed its plan for the first 9 months of 1953 ahead of schedule and turned out the following above-plan output: several thousand trucks and passenger cars, 31,000 bicycles, and 9,000 nickel-plated beds.

DISORGANIZATION AT ZIS PLANT, SHIP TRUCKS -- Moscow, Vechernyaya Moskva, 7 Oct 53

In August 1953, the Moscow Motor Vehicle Plant imeni Stalin failed to fulfill its production plans for several important types of output. During the same month, production costs exceeded the limits set by the plan. In the first 8 months of 1953, losses due to rejects amounted to several million rubles; more than 200,000 hours of overtime were authorized to make up for work stoppages.

Vlasov, the plant director, frequently assigns members of his administrative staff to replace the chiefs of lagging shops. These temporary chiefs have wide powers and usually meet the plan by utilizing large amounts of overtime.

The pressing shops have been operating sporadically for several years.

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Moscow, Vechernyaya Moskva, 9 Oct 53

Today, the Moscow Motor Vehicle Plant imeni Stalin loaded 50 trucks on railroad flatcars for shipment to kolkhozes and MTS in Krasnodarskiy and Stavropol'skiy krays.

DEFECTS IN ZIS-155 BUS -- Moscow, Pravda, 11 Oct 53

There are serious design defects in the ZIS-155 bus produced by the Moscow Motor Vehicle Plant imeni Stalin. Repair workers complain that the propeller shaft and transmission of the bus wear out rapidly, that body parts are not properly rust-proofed, and that the bus is inconvenient to repair. Passengers complain that the bus is noisy and poorly ventilated.

The Moscow Motor Vehicle Plant imeni Stalin has been developing an inter-city bus for the past 3 years, but the project is far from complete. Even less has been done toward the development of a new bus for city transport. The Ministry of Machine Building USSR should speed up work on both types of buses. -- N. Moroshkin, chief engineer, Administration of Passenger Transport, Moscow City Executive Committee

PLANT SAVES METAL, INCREASES ENGINE OUTPUT -- Petrozavodsk, Leninskoye Znamya, 24 Oct 53

The Moscow Small Displacement Motor Vehicle Plant has completed a large group of experimental radiators made with an alloy that is 2 1/2 times cheaper than the previous material used. Use of the new material will save the plant about a million rubles yearly.

The body shop has made almost 40 improvements in the design of the Moskvich since 1951, saving enough in labor and materials to make 125 automobiles.

Moscow, Pravda, 10 Nov 53

In October 1953, the Moscow Small Displacement Motor Vehicle Plant produced nine more automobile engines daily than it did in July, at the same time reducing the production cost of engines.

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